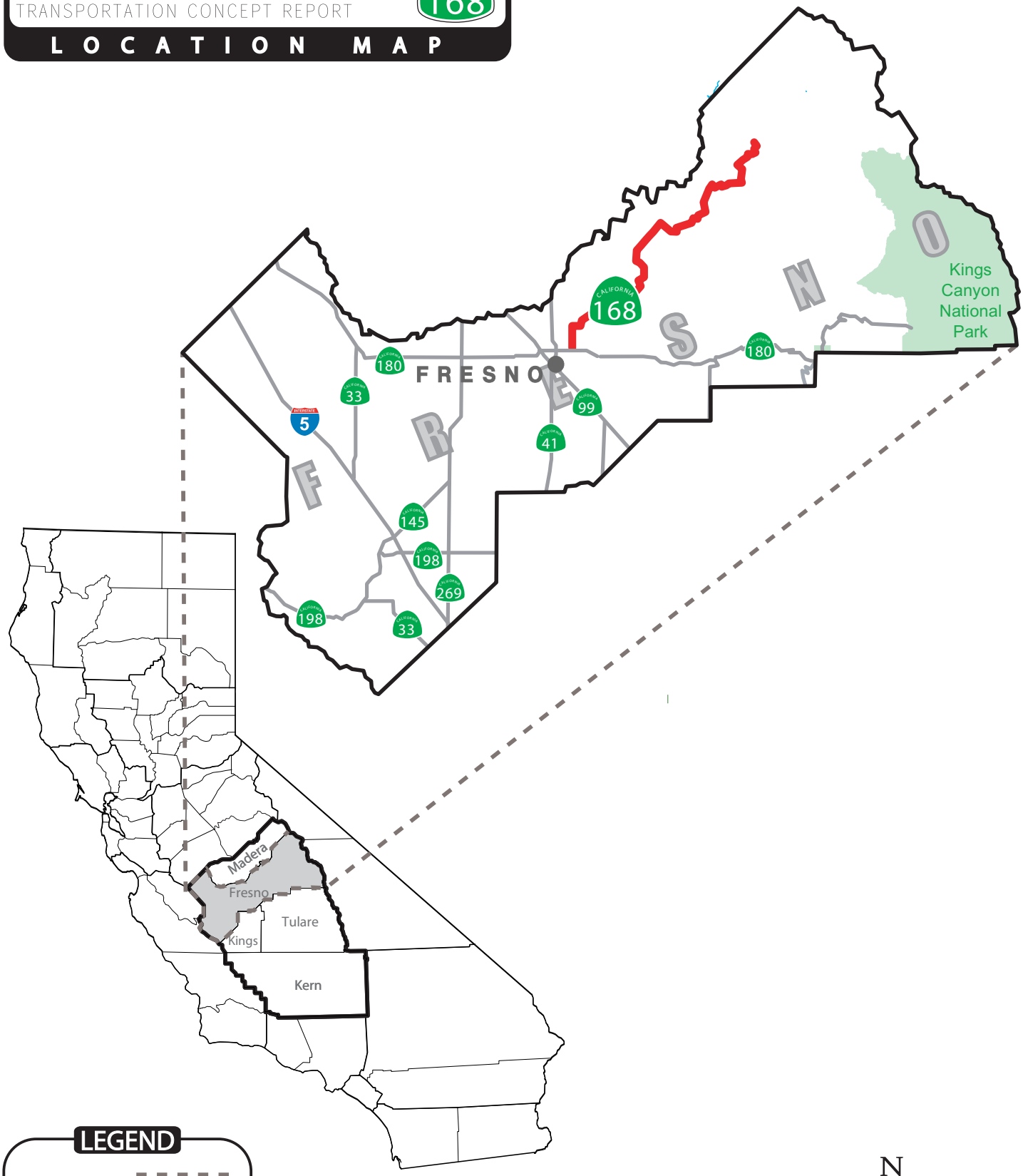
STATE ROUTE
TRANSPORTATION CONCEPT REPORT

168

LOCATION MAP



Transportation Concept Report
State Route 168
October 2005

I. INTRODUCTION

This Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for a state highway corridor through the year 2030. The TCR provides the route, traffic data, and operating characteristics for the current - 2005 and future years - 2015 and 2030 for Caltrans District 6 State highway corridors.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Route Concept Level of Service (LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Route Concept LOS.

For the purpose of this document, capacity-enhancing improvements such as lane additions are the primary focus for LOS attainment. Other route improvements, including a new alignment that will help to maintain facility continuity, are discussed as long-term measures.

Caltrans endeavors to maintain a target LOS at the transition between LOS of C and D on State highway facilities, or whichever LOS is feasible to attain. The Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency or a need for improvement is triggered when the actual LOS falls below the Concept LOS.

This TCR also identifies existing mass transit and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030. The UTC does not consider funding as a constraint. The System Planning unit should be consulted for the interim right-of-way (prior to ultimate construction) at a specific location along the corridor.

This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control may change in later project development stages.

Final determinations are normally made during the project report and design phases. Therefore, this TCR is a "living document," subject to amendments as conditions change and projects are completed. Caltrans District 6 System planning staff will update the TCR on a three-to-five year cycle or as needed.

This TCR for State Route (SR) 168 was prepared and completed by the Caltrans District 6 System Planning unit in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: From Route 180 in Fresno.
Ends: At the Nevada State Line.

Length: Route 168 is a124-mile highway located in northeast Fresno County and north Inyo County.

Route 168 begins at Route 180 in Fresno and extends to Huntington Lake, ending at 0.1 mile east of the road to Florence Lake (District 6 portion). It then continues in District 9 from Lake Sabrina in Inyo County

to the Nevada State Line. The portion between Huntington Lake and Lake Sabrina is not part of the legislative route and is unconstructed. Moreover, this area is currently within three wilderness (i.e. roadless) areas; therefore any future highway construction of these segments is very unlikely.

This TCR covers the portion of the route west of the Sierras located in District 6. At the beginning of this TCR is a map showing the location of Route 168 within District 6 (Location Map, page "i"). With the completion of the Sierra Freeway construction project, Route 168 now includes 12-miles of freeway. Route 168 has been constructed as a 6-lane freeway from its beginning at Route 180 to Herndon Avenue, and as a 4-lane freeway from Herndon Avenue east to Temperance Avenue and the Temperance Avenue interchange. The Route then transitions into a 4-lane expressway to Shepherd Avenue where it becomes a two lane road all the way to Huntington Lake.

This route serves as a major commuter route for the Fresno-Clovis Metropolitan Area (FCMA) and for recreational purposes from the FCMA to Shaver Lake, Huntington Lake, Sierra Summit ski resort, and the Sierra National Forest. Route 168 also serves the foothill communities of Academy, Prather and Auberry.

Land Use: In the FCMA, Route 168 services the commercial developments at several interchanges. It provides access to major trip attractions including California State University-Fresno (CSUF), the CSUF Save Mart Center, auto retail sales, and community shopping centers. Between Herndon and Shepherd Avenues, large residential developments cluster along this corridor as it provides access to parts of northeast Fresno and the Clovis area.

The CSUF Save Mart Center is a major sports and recreation complex at the Route 168 / Shaw Ave. interchange.

It also provides access to the Shaver/ Huntington Lake recreation areas and the increasingly growing foothill/mountain residential developments. As Route 168 continues northeast, out of the Clovis area and into the Sierra National Forest, it becomes more rural in nature.

Terrain: Generally flat in the FCMA, the terrain changes to rolling and mountainous as it traverses the foothills and the Sierra National Forest.

A. Modal Alternatives

Amtrak: Neither Amtrak, nor any other railroad, provides rail services along any portion of Route 168.

However, there are currently six Amtrak passenger rail trains that traverse District 6 on a daily basis on the San Joaquin Route, with connections in Bakersfield, Wasco, Corcoran, Hanford, Fresno, and Madera.

Transit Services: With the exception of Auberry Transit, no fixed-route transit services are provided along any portion of Route 168. Within the FCMA numerous transit routes cross under or over SR 168, but none include this roadway as a portion of their routes. Auberry Transit, as a part of the Fresno County Rural Transit Agency (FCRTA), operates a weekday only demand-responsive service (also known as Dial-A-Ride service) within the Auberry/Prather rural area and a once-a-week (Tuesday) service between Auberry/Prather and the Fresno/Clovis metropolitan areas. Route 168 is used as needed for these services.

For a more detailed description of transit facilities along this route please see the Appendix.

Bicycle Facilities/Routes: From its beginning at Route 180 in central Fresno to its terminus east of Huntington Lake (PM R0.00 - PM 65.9) Route 168 is composed of freeway, expressway and conventional roadway sections. Within its length, a bicycle rider would find sections of roadway that are both opened or closed to bicycle travel.

Where open, typically outside of the FCMA, riders will frequently encounter heavy traffic (including numerous logging trucks), a narrow winding roadway with moderate to steep grades, and the frequent absence of bikeable shoulders.

From east of Clovis to the terminus east of Huntington Lake, Route 168 is listed as a "proposed bike route" within both the Fresno County's General Plan and Fresno County's Bicycle Plan.

Such a designation will, in the future, dictate that improvements be made to the roadway by Caltrans to address bike route improvement needs.

For a more detailed description of bike facilities along this route, please see the Appendix.

B. Intelligent Transportation Systems (ITS)

Route 168 has several Closed Circuit TVs (CCTV), and Changeable Message Signs (CMS). There is one operating Highway Advisory Radio (HAR) near Lodge Road (PM 27.36). Another application of ITS along this corridor is the planned deployment of a Weather Station (WS) at the Shaver Lake Maintenance Station. Additional planned ITS items include Traffic Monitoring Stations, CCTVs, and CMSs along this corridor. Non-recurring congestion and delays are attributed to unforeseen incidents such as traffic accidents, stalled vehicles, or special events. ITS is designed to identify these non-recurring incidents, and to remove them from the freeway as quickly and efficiently as possible. ITS also provides benefits for safety, ramp metering, and automated warning systems.

Changeable Message Signs (CMS) alert drivers to trouble ahead - and when needed display Amber Alerts.

The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno. Specific segment-by-segment information is in the ITS chart in the Appendix.

C. State Route 168 Highway Facts

- Route 168 is in the California Freeway and Expressway System and in the Federal Surface Transportation Program System (STP).

- Functionally classified as Urban Principal Arterial within the Fresno-Clovis Metropolitan Area (FCMA) and as a Minor Arterial in the rural area.

- Route 168 serves the Fresno-Clovis Metropolitan Area as a commuter route. It's one of the high volume freeway/expressways in the region, with Annual Average Daily Traffic (AADT) up to 65,000.

- It serves recreational travel to the Sierras Nevada Mountains. Traffic is typically higher on weekends, holidays and in the summer months for the rural segments. Seasonal activities, such as skiing and hunting, also attract heavy traffic for short periods.

- Route 168 is the primary access route for the permanent residents of the foothill and mountain communities including Prather, Auberry, Pine Ridge, Tollhouse, Burrough Valley, Shaver Lake area, Huntington Lake, and Lakeshore.

- In the Sierra National Forest, Route 168 is also designated as Forest Highway #48 north of Dinkey Creek Road.

- Route 168 is listed as a Terminal Access Route for larger trucks under STAA from Route 180 to Big Dry Creek. Other segments are on the Truck Network for California Extra Legal Truck Routes, or as Advisory Routes.

- There are several proposed segments of the Route 168 highway on new alignments that have been adopted from Shepherd Avenue to Huntington Lake. These adoptions have occurred from 1955-1973. The route adoption segments, with dates, are shown in the Appendix. The segment between Lodge Road and the Auberry/Tollhouse Road junction was completed as a 4-lane expressway in 1970.

- There are several freeways and controlled access highway agreements for Route 168. They range in date from 1962 to 1998 and are listed in the Appendix.

D. Specific Environmental Considerations

Specific sensitive biological species include, but are not limited to, the following flora and fauna:

Flora – Oak woodlands, conifers, wetland, and riparian resources.

Fauna – Potential fairy shrimp and nesting birds issues, California tiger salamander habitat, and vernal pools.

III. Segment Map

Attached on the next page is the 11" x 17" foldout TCR Segment Map for Route 168. This map shows the 11 segments of Route 168 in Fresno County.

Following the Segment Map is an overview of Route 168 geometrics (including detail segment maps), land use and environmental considerations. The overview is split into several segment groups. See the attached 2-page 11 x 17" fold-out Summary Chart in Section VI for additional information in table form.

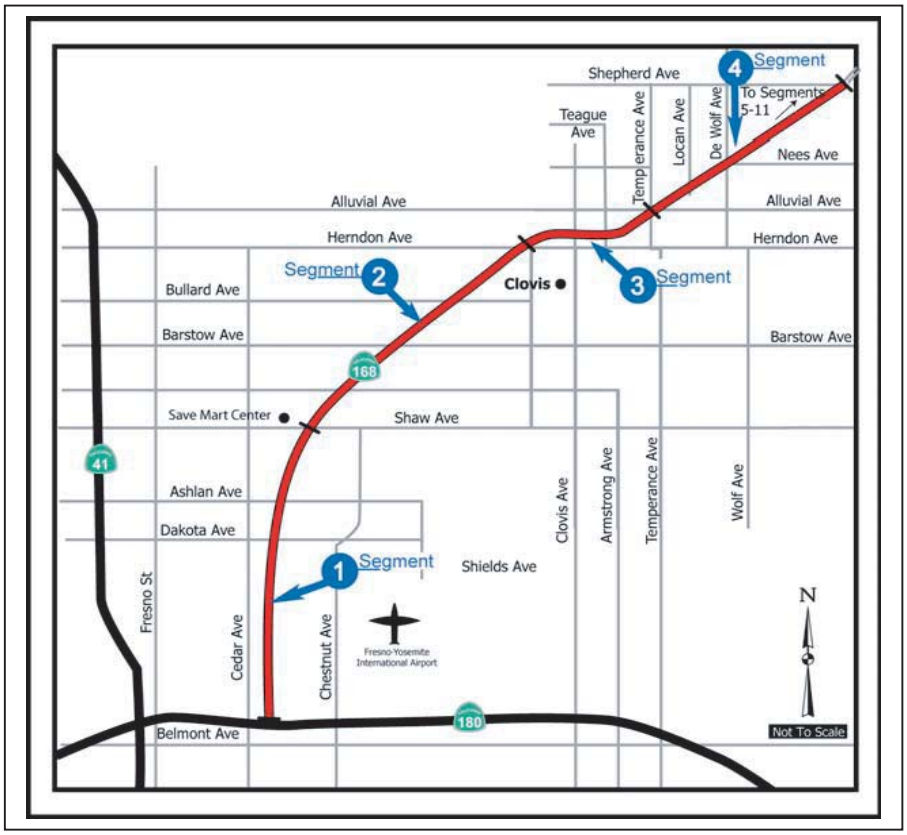
Please see the following page for the Route 168 Segment Map.

IV. Geometrics, Land Use, and Environmental Considerations

Segments 1-4: Route 180 to Shepherd Avenue

Begins: At Route 180
Ends: At Shepherd Avenue

Land Use: These segments of Route 168 are generally within the urbanized Fresno-Clovis Metropolitan Area, although the area surrounding the highway northeast of Temperance Avenue is still predominantly rural in nature. The area westerly of the highway is slowly being converted from agriculture to more urban land uses.



Developments along these segments include California State University Fresno (CSUF), auto retail sales, a major regional medical center, financial institutions, and the CSUF Save Mart Center arena. There are also numerous clusters of residential developments along these segments.

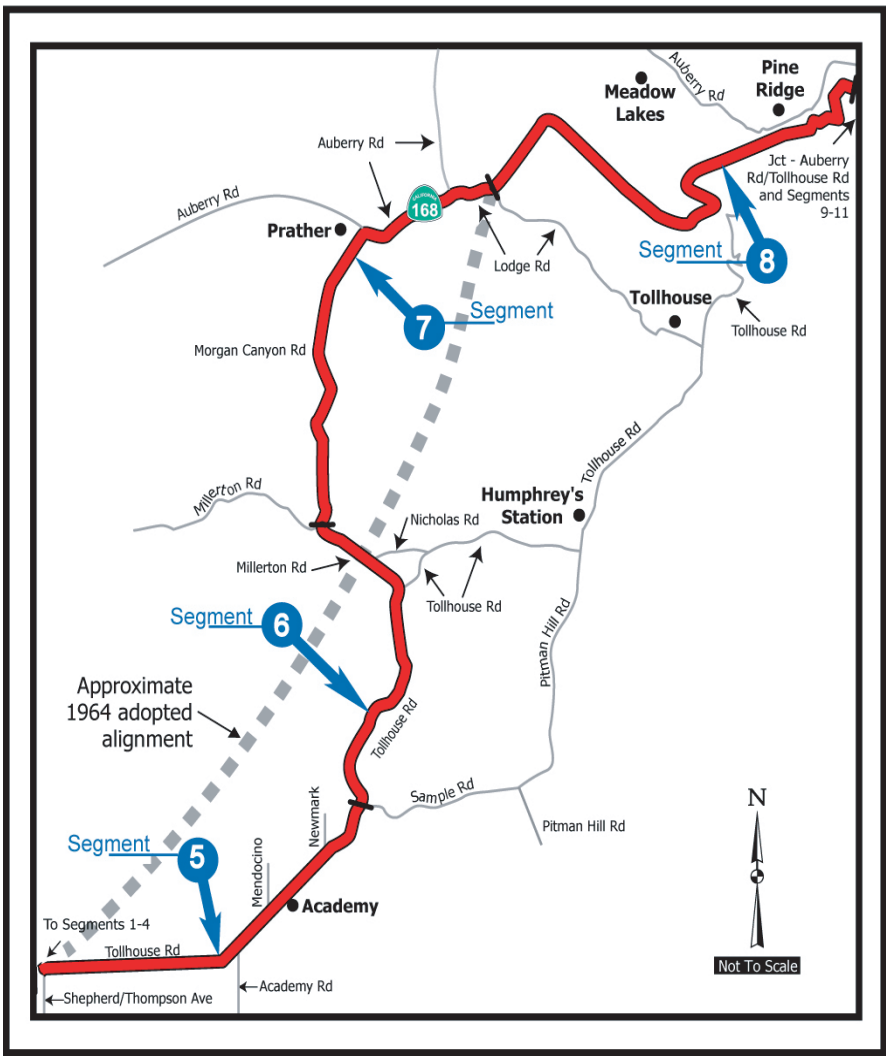
Facility: The existing facility is a 6-lane freeway between Route 180 and Herndon Avenue, and a 4-lane freeway or express-way from there to Shepherd Avenue. The median has sufficient width to add mixed-flow lanes (automobiles, trucks, buses and motor-cycles sharing traffic lanes) or light rail (mass transit) in the future.

Environmental/Historical Resources: Nesting bird, fairy shrimp and California tiger salamander habitats potentially exist within these four segments. Additionally, within these four sections, one property is currently listed on the National Register of Historic Places.

Interchanges: Route 168 begins with a freeway-to-freeway interchange connection with Route 180. Other interchanges are at McKinley, Shields, Ashlan, Shaw, Bullard, Herndon, Fowler, and Temperance Avenues. There are also proposed freeway interchanges at Nees and Shepherd Avenues. Additional access is at the signalized intersection at Tollhouse Road, near Nees and Shepherd Avenues. Pedestrian overcrossings are at Princeton and Weldon Avenues. A park-and-ride lot facility is proposed at the Temperance Avenue / Route 168 interchange.

Segments 5-8: Shepherd Avenue to Auberry/Tollhouse Road Junction

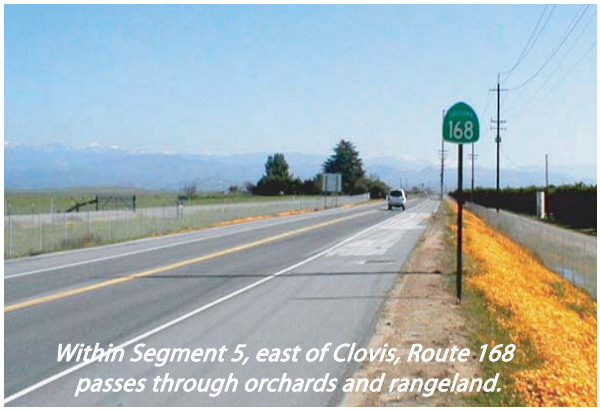
Begins: At Shepherd Avenue
Ends: Auberry/Tollhouse Road Junction



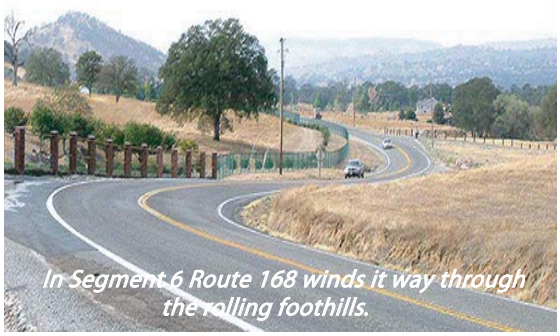
Land Use: These segments begin on the valley floor and traverse the Sierra Nevada foothills and Sierra National Forest. Land uses are predominantly agriculture, grazing, and rural residential. The foothill communities of Prather and Auberry are located along these segments.

These residential communities are projected to grow, and increasingly will contribute to traffic congestion along Route 168 in the rural areas. Caltrans owns much of the right -of -way along a new alignment between Sample and Lodge Roads. There is an adopted alignment for the entire length but the precise alignment has not been established. Caltrans currently has no plans to construct this adopted alignment (See Segment Map – Segments 5-8 above).

Facility: Segments 5-7, from Shepherd Avenue to Lodge Road, are comprised of a 2-lane rural conventional highway in a mix of rolling and mountainous terrain. The route concept for this segment is a 4-lane expressway facility on a new alignment with 4-lane freeway right-of-way.



Within Segment 5, east of Clovis, Route 168 passes through orchards and rangeland.


In Segment 6 Route 168 winds it way through the rolling foothills.

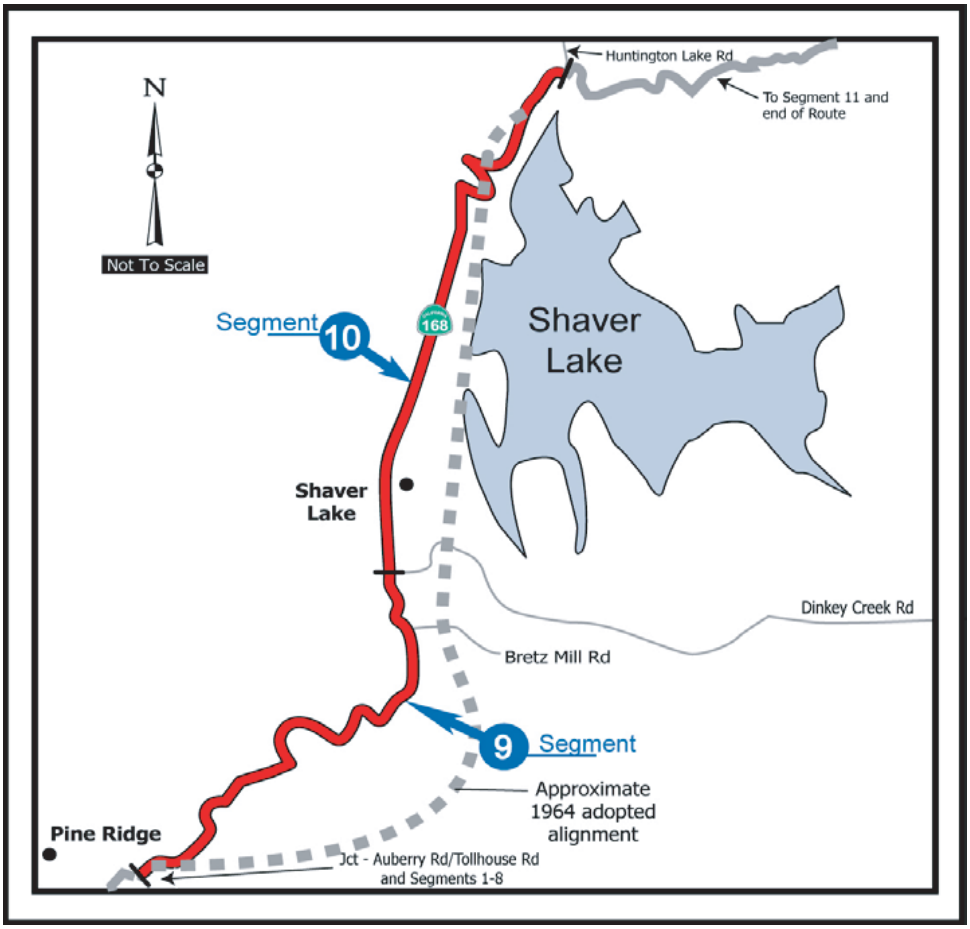

In Segment 8 Route 168 enters the mountains with a 4-Lane segment west of Shaver Lake.

Segment 8, from Lodge Road to near Auberry-Tollhouse Road Junction, is comprised of a 4-lane expressway located entirely in mountainous terrain. No specific future improvements are identified for this segment within the 2030-planning horizon.

Environmental/Historical Resources: Potential environmental issues may include the habitat of fairy shrimp, the California tiger salamander and nesting birds, wetlands, oak woodlands riparian habitat, and numerous stream crossings. Cultural resources, both prehistoric and architectural, occur in various areas along SR 168 in District 6. An EIS/EIR (partially completed as of August 2005) will identify archeological and biological issues within these four segments.

Segment 9-10: Auberry/Tollhouse Road Junction to Huntington Lake Road

Begins: Auberry/Tollhouse Road Junction
Ends: At Huntington Lake Road



Land Use: The predominant land uses are rural residential and Sierra National Forest. The community of Shaver Lake is located within this segment.

There is also the planned mountain urban development south and west of Shaver Lake as documented in specific plan areas of Shaver Lake Forest, Bretz Mountain Village/ Ockenden Ranch, and Wildflower Village.

Facility: Segments 9 -10 are comprised of a 2-lane conventional highway located entirely in mountainous terrain. Although there is an adopted alignment for these segments, no specific future improvements are identified within the 2030-planning horizon.

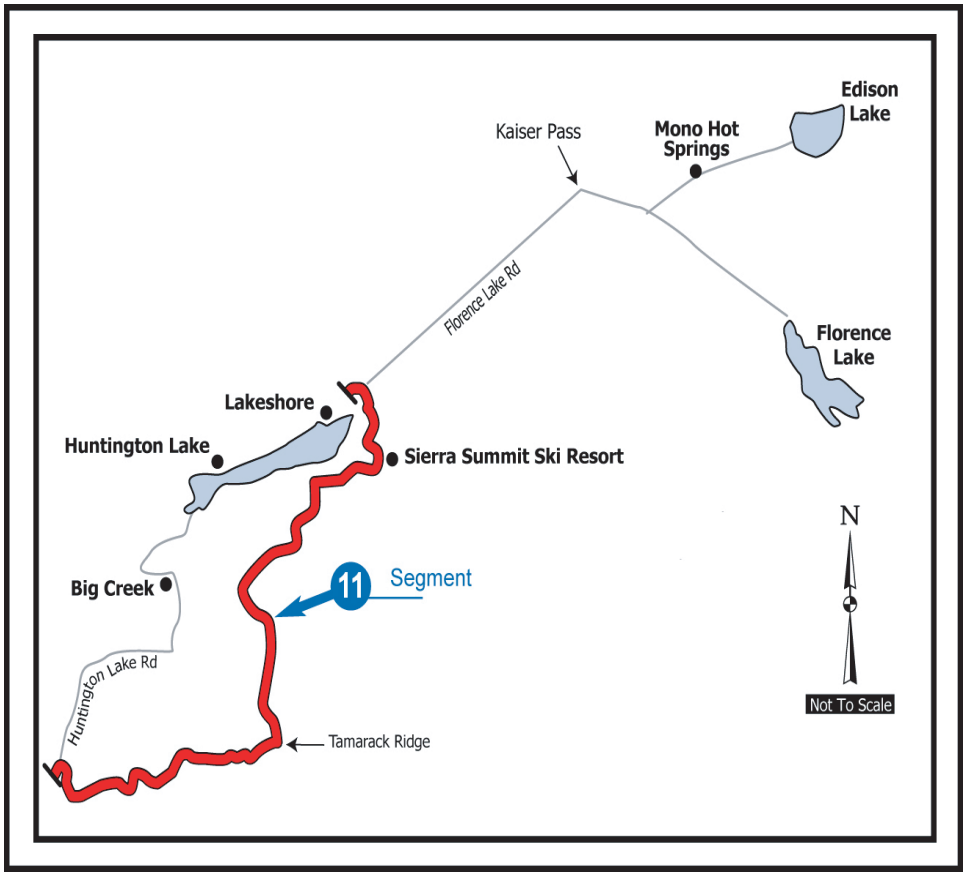
The County of Fresno has been acquiring right-of-way for a 2-lane highway through dedication on a portion of the adopted new alignment since the 1970's. The intent was to serve the mountain urban development in the Shaver Lake area. Caltrans has no plans to construct this alignment in the foreseeable future. (The adopted alignments are shown on the Segment Map 9 -10 - see previous page - and are for information purposes only.)

Within the eastern portions of Segment 10 Route 168 follows the shoreline of Shaver Lake.

Environmental/Historical Resources: Environmental resources include coniferous forests, lakes, meadows, and wetlands. Spotted owls may also exist in this area. Cultural resources, both prehistoric and architectural, occur, or may occur, in various areas and locations along Route 168 in District 6.

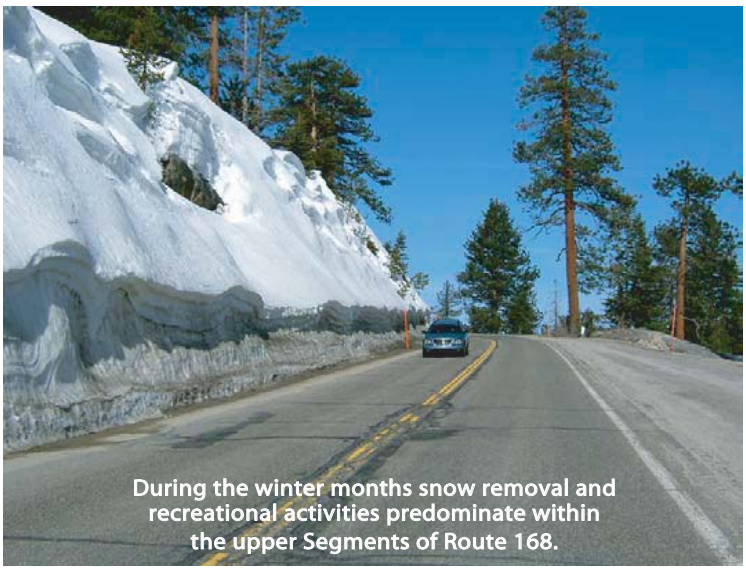
Segment 11: Huntington Lake Road to End of Route in District 6

Begins: At Huntington Lake Road
Ends: At 0.1 mile E of Road to Florence Lake



Land Use: Land uses consist of forest land, recreational activities, and mountain urban residential at Huntington Lake. The Sierra Summit Ski Resort is also located within this segment.

Facility: Segment 11 is totally comprised of a 2-lane conventional highway and lies entirely in mountainous terrain. A large portion of this segment is located within the Sierra National Forest.



During the winter months snow removal and recreational activities predominate within the upper Segments of Route 168.

No future improvements are identified in this segment within the 2030 planning horizon.

Environmental/Historical Resources:
Environmental resources include coniferous forests, lakes, meadows, and wetlands. Spotted owls may also exist in this area.

Potential environmental issues may exist in this area but are currently unknown because no recent project has triggered the need for environmental studies.

V. Concept Rationale

Route Concept LOS:

Urban: Segments 1- 4 are within the urban/suburban portion of Route 168. LOS D is assigned to these segments due to the combination of high traffic volumes, typical urban characteristics, and consideration that this level of service is cost effective for the urban travel environment.

A Concept LOS D is anticipated for Segments 5-11 through 2030 due to the area's mountainous terrain and the highway's curvilinear alignment

Rural: Route 168 is a major recreational route providing access to the Sierra Nevada Mountains.

The Concept Level of Service (LOS) for the 2030-planning horizon for rural segments of Route 168 is D since this is the best LOS that can be attained due to the area's mountainous terrain and the highway's curvilinear alignment.

Concept Facility:
Within the Fresno-Clovis Metropolitan Area (FCMA) i.e. Segments 1-4, the concept is a 6-lane freeway, with ramp metering as an option from the Route 180 interchange to McKinley Avenue; an 8-lane freeway from McKinley Avenue to Shaw Avenue, a 6-lane freeway from Shaw Avenue to Herndon Avenue, a 4-lane freeway from Herndon Avenue through the Temperance Avenue interchange, and a 4-lane expressway to Shepherd Avenue.

Additionally, within these segments sufficient median width exists which will allow for the construction of either mixed-flow lanes or light rail (mass transit) in the future.

The Concept Facility objectives for the rural portion of Route 168 (Segments 5-11) are: a 4-lane expressway on a new 4-lane freeway ROW from Shepherd Avenue to Lodge Road; a 4-lane controlled access highway from Lodge Road to the Auberry/Tollhouse Road Junction, and a 2-lane conventional highway with passing lanes or other operational improvements, where feasible, from the Auberry/Tollhouse Road Junction to the end of the route in District 6 (near Huntington Lake).

VI. State Route 168 Transportation Concept Report Summary Chart

The two-page Summary Chart on the following pages indicate that Route 168 is divided into 11 different segments. The Chart further provides descriptive and technical information, both current and forecast, for the State highway. It also has a linear geographic diagram that shows the major State and local highway facilities, along with key natural features and City/County boundaries, current highway geometrics, i.e., conventional highway, expressway, and freeway. A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and General Plan information.

Please see the following two pages for the Route 168 Summary Charts.

VII. A Review of Route 168 Performance: Current and Future

The Route Concept LOS for the entire route is LOS D. As of 2005, Route 168 is operating at LOS D or better for most of its entirety. The segments within the Fresno-Clovis Metropolitan Area (FCMA) are operating at mostly LOS B except at the Route 180/168 interchange.

The recently constructed Route 168 S freeway on the adopted new alignment (the Shaw Avenue-Clovis Avenue-Tollhouse Road route was the old alignment) has reduced the amount of traffic on city streets in the northeast portion of the FCMA. This portion of the route is now recognized as Route 168 S (Supplemental).

In the FCMA, public mobility has been improved with the completion of the 12-mile Sierra Freeway. However, the demands on the urban transportation network will continue to grow with increased population growth and urban development. The traffic is increasing in a dynamic manner, and the need for capacity enhancement will increase accordingly.

Segment 1 Deficiencies:

1) From the Route 180 interchange to McKinley Avenue:

This portion of Segment 1 is projected to be deficient by 2030 unless an operational improvement is made in the future. By the year 2030, the LOS for Segment 1 (from Route 180 interchange to Shaw Ave) will degrade to LOS "F" due to increased commuter and recreational travel growth.

The traffic congestion and/or weaving within the Route 180/168 interchange affects the LOS, especially during peak commute travel times. This operational condition will worsen with time as urban commute traffic increases along this corridor, especially with the completion of the Route 180 East Freeway project in late 2005.

This portion of Segment 1 is also projected to be deficient by 2030 as a result of population growth in northeast Fresno and Clovis. This deficiency can be remedied by widening the two connector ramps from two lanes to three lanes in each direction. The additional lanes will be in the form of braided ramp connections. Metering is an option that can be employed but metering will not significantly improve the LOS in this situation because demand exceeds the maximum flow rate. However demand on the freeway can be controlled so that the flow rate is near the range of LOS E/F.

2) From McKinley Avenue to Shaw Avenue:

A major future deficiency in the Route 168 system is projected to exist by 2030 for the portion of Segment 1 from McKinley Avenue to Shaw Avenue. This deficiency will occur as a result of increased travel demand and a lack of adequate capacity. This situation can be remedied by widening the facility to an 8-lane freeway. Adequate median width exists to add mixed-flow lanes or light rail (mass transit) in the future but funding may be a constraint.

Because they are not part of the Interregional Road System (IRRS), the urban segments of Route 168 are not eligible for the full range of Interregional Transportation Improvement Program (ITIP) funding. However, these segments are eligible to compete for the Regional Transportation Improvement Program (RTIP) funding. Any future improvements on these segments will be contingent on the local and regional agencies working cooperatively with Caltrans to secure funding.

Caltrans will continue to employ ITS improvements such as changeable message signs, highway advisory radio, and possibly additional ramp metering to improve efficiency and traveler safety along this route. This will be in addition to the regular maintenance and periodic operations and safety improvements through the State Highway Operations Protection Program (SHOPP).

Improvement projects that do not add capacity to the route, including auxiliary lanes, can also be funded through the SHOPP program. A combination of these and other

strategies will be needed to more effectively sustain an acceptable LOS for the entire route.

Numerous roadway improvements such as additional ramp lanes and traffic signals have also been identified through the Caltrans Intergovernmental Review (IGR) process. These occur as a result of local development impact on the State highway. These suggested improvements have been conveyed to the Cities of Fresno and Clovis as well as Fresno County. Future interchanges at Nees Avenue and Shepherd Avenue have also been identified as a means to improve this highway's LOS. Both of these potential future interchanges are within the Clovis Sphere of Influence.

For the rural segments of Route 168 (Shepherd Avenue to Huntington Lake), a different methodology has been used in forecasting future traffic volumes. Since the upper portion of Route 168 corridor is a recreational area with extensive planned mountain urban development in the Shaver vicinity, travel patterns considering recreational travel are not well represented by a regional traffic model set up to model conventional urban and suburban commute travel. To account for these unique travel characteristics, the historical growth method was applied in forecasting future traffic volumes. The deficiency analysis reflected that the segment from Shepherd Avenue to Sample Road (Segment 5) will become deficient due to lack of capacity (LOS E). The rest of the rural segments (Segments 6 -11) will have adequate travel capacity (LOS D) for the 2030-planning horizon.

The 2030 route concept is to build a 4-lane expressway on a 4-lane right-of-way from Shepherd Avenue to the Auberry/Tollhouse Road Junction. About two-thirds of the right-of-way that will be needed for the new alignment between Millerton Road and Lodge Road has been acquired by Caltrans based on engineering work done in the 1960's.

However, the exact alignment is still tentative and not yet finalized. Also, the issue of how this project will be funded, i.e. whether Measure C extension money will be available for this project (the 4-lane expressway) needs to be addressed.

The 2030 route concept for the rest of the route from Auberry/Tollhouse Junction to the end of the route will remain a 2-lane conventional highway with improvements added as needed.

The deficiency analysis does not justify building a 4-lane expressway within the 2030-planning horizon. New specific recommendations for Route 168 in the rural area are:

1. Fresno County should investigate the feasibility of continuing an expressway on the new alignment from Shepherd Avenue to Lodge Road. This would likely entail a new route adoption study through a Project Study Report.

2. Fresno County should continue to seek right of way dedication for a parallel County road to serve the mountain residential subdivisions of the Shaver Lake area. This would also relieve traffic off of existing Route 168.

3. At a later date, the County and Caltrans could also pursue a new route adoption study for an expressway from the Auberry/Tollhouse Junction to Shaver Lake. The segment from Shaver Lake to Huntington Lake will not likely require expressway expansion.

Fresno County wants the Federal Highway Administration (FHWA) to designate Route 168 from downtown Clovis to Kaiser Pass as a Federal Scenic Byway. Becoming a national scenic byway will make Route 168 eligible for federal grants to put up signs and build interpretive displays and turnouts for lookout points. The County plans to work with other community groups to develop a corridor-management plan for promotion of the route. The Forest Service has designated this route as the Sierra Heritage National Scenic Byway.

See the following page for Section VIII - Planned and Programmed Improvements to Route 168.

VIII. Planned and Programmed Improvements to Route 168

The following table shows both the planned and programmed projects for Route 168 over the next 25 years. The projects shown are capacity-increasing (STIP) projects.

The table shows:
1. The specific segment.
2. Route 168 Planned Projects - the listing document (RTP, ITSP or STIP Candidate), description of the project, and projected completion date(s).
3. Route 168 Programmed Projects - the listing document (STIP), description of the project, and projected begin and complete construction dates.
4. Only Route 168 segments that have either planned and/or programmed projects.

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.

Segment PM From/To	SR 168 Planned Projects	SR 168 Programmed Projects
5 FRESNO PM R11.8-18.6 Shepherd Ave To Sample Rd	**RTP:** FRE 168 PM R11.8 – T22.8, From Shepherd Ave to Lodge Road: Construct 2-lane expressway on 4-lane freeway ROW on a new alignment (Future).	There are no projects currently programmed for this segment
6 FRESNO PM 18.6-T22.8 Sample Rd to Millerton Rd	**RTP:** FRE 168 PM R11.8 – T22.8, From Shepherd Ave to Lodge Road: Construct 2-lane expressway on 4-lane freeway ROW on a new alignment (Future).	There are no projects currently programmed for this segment
7 FRESNO PM T22.8 – T31.2 Millerton Rd to Lodge Rd	**RTP:** FRE 168 PM T22.8 – T27.4, From Shepherd Ave to Lodge Road: Construct 2-lane expressway on 4-lane freeway ROW on a new alignment (Future).	There are no projects currently programmed for this segment

Please see the Appendix for this report's Glossary and References, and additional information on Adopted Routes, Freeway Agreements and Transit and Bicycle information.